

Miami-Dade County
Metropolitan Planning Organization (MPO)

TRANSPORTATION PLANNING PROCESS
2003 SELF-CERTIFICATION

A. MPO STRUCTURE

1. *Does the MPO have the following Agreements executed? If so, what was the date of execution?*

a. *Interlocal Agreement for the Creation of Metropolitan Planning Organization (FDOT form 525-010-01)*

Yes. The original MPO Interlocal Agreement for the Creation of the Metropolitan Planning Organization was executed on March 2, 1977. Copies of this Agreement are part of our Prospectus for Transportation Improvements.

b. *Transportation Planning Funds Joint Participation Agreement (FDOT form 525-010-02)*

Yes. The latest execution of this agreement was on October 26, 1999.

c. *Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (FDOT Form 525-010-03)*

The MPO does not have a specific Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement. The MPO has a continuing, cooperative, and comprehensive transportation planning process to develop transportation plans and programs for the metropolitan planning area. The Miami-Dade MPO Board has voting representatives for county municipalities of over 50,000 in population, one representative for the smaller municipalities, a citizen at large, a School Board representative and an Expressway Authority Representative in addition to 13 county government representatives. In this manner all units of governments and major transportation agencies have a direct voice in the process. All documentation goes to every government entity in the region. There is a reporting requirement in place for the coordination of investments in transportation for the usage of the Local Option Gas Tax.

In addition, the MPO funds cities for participation in transportation planning under the Municipal Grant Program. Miami-Dade County does not have a Port, Aviation or Transit Authority. The decision-making for these functions is vested in the County Commission, which is in its entirety in the voting membership of the MPO. The Regional Transportation Authority is also directly represented on the MPO. In addition, these agencies are further represented in the MPO process through various committees.

Therefore, under legal advisement and to avoid any duplication of efforts, the Miami-Dade MPO having full voting representation on its Board from local government entities in the area and major transportation agencies, doesn't have an intergovernmental coordination agreement which in essence would be an agreement with itself.

d. Public Transportation Joint Participation Agreement (FDOT form 725-030-06)

Yes, the Public Transportation Joint Participation Agreement was executed on November 12, 2002.

2. *What is the organizational structure of the MPO? Please include a flowchart, if possible.*

The MPO Governing Board is made up of Twenty-one (21) voting members as follows: thirteen (13) Miami-Dade County Commissioners, an elected official to represent municipal interest appointed by the Governor of Florida, a citizen who does not hold elective office and resides in the unincorporated area of Miami-Dade County, a member of the Miami-Dade Expressway Authority, a member of the Miami-Dade County School an elected official from each city with over fifty-thousand (50,000) residents in Miami-Dade County which are the Cities of Hialeah, Miami, Miami Beach and North Miami. The Florida Department of Transportation (FDOT) has two non-voting representatives on the MPO Board. Membership of the Miami-Dade County MPO is constituted under the Chartered County option allowed by the State Statutes. To further illustrate, please see the attached flowchart, which demonstrates the organizational structure of the MPO.

3. *Describe how you have addressed major changes, e.g. census boundary changes, regionalization, ETDM, redevelopment on the transportation system, etc.*

Regional coordination extends well beyond notification and information dissemination exercises, and is exemplified through the regional activities related to the Regional Transportation Organization (RTO). The RTO effort has led to the formal creation of a Regional Transportation Authority by the State legislator and Governor with funding from the Miami-Dade, Broward and Palm Beach Counties. Expectations are that with the new RTA, regional activities will significantly increase and take on a greater emphasis in implementing regional initiatives.

In fact the MPO has for a long time participated in, and funded, regional transportation activities of the South Florida Regional Planning Council (SFRPC). Transportation is one of many elements of governmental planning and growth management that the SFRPC addresses in a comprehensive way under its Strategic Regional Policy Plan. Part of that will be a geographic illustration linking premium transit corridors to regional activity and employment centers with areas of planning initiatives that incorporate transit oriented development and design. Its other regional transportation activities have included preparing a white Paper on the RTA, facilitating regional coordination meetings for issues regarding proposed RTA legislation, and conducting workshops on transportation and urban design.

Aside from the RTO related activities, the MPO's in the region are actively engaged in the respective MPO's planning process. This level of regional coordination extends to direct involvement in the various efforts of the MPO's such as the LRTP, TIP, Sub-Committees, etc. This item has been placed as an UPWP issue spelling out future regional endeavors.

MPO staff attended the initial ETDM training on January 2003. It provided comments and input requested from ETDM team. ETMD is still a work in progress. As recently as June 24th, 2003, FDOT Central Office has decided not to pursue the Agency Operating Agreement (AOA) and has stressed that District ETDM Coordinator work closely with the MPO to establish a workable process for institutionalizing the ETDM process into District/MPO procedures and practices.

The MPO has requested FDOT District 6 to provide an intern/consultant to work with the MPO for one year to implement ETDM. After which, the MPO and FDOT could reassess how ETDM can be fully integrated into planning process.

4. ***If multiple MPOs are designated for the Miami urbanized area, what plans do you have to enhance regional coordination? How will you develop performance measures for assessing whether enhanced regional coordination is effective for metropolitan transportation planning?***

The UPWP contains Task 1.05 “Regional Support” which identifies regional coordination work by the MPO. These work tasks include the preparation of a regional LRTP, regional air quality planning, coordinated regional public involvement activities, and regional project prioritization/selection. The opportunity to include a component to measure the effectiveness of regional coordination could be included for each respective area, since the detailed methodology for these work tasks have not been prepared.

B. UNIFIED PLANNING WORK PROGRAM (UPWP)

1. ***How does the MPO coordinate the development of the UPWP?***

A Kickoff meeting is normally held in January with the UPWP Development Committee. This committee is a subset of the Transportation Planning Council (see attached). At this meeting, solicited proposals (new transportation ideas) are distributed for review and recommendation for rewarding of discretionary funds. The coordination and subsequent development of the UPWP is an extensive 6-month process with the involvement and input of various agencies and groups (see attached Development Schedule). A Draft document is developed in March and forwarded to the District and the Federal agencies for their review and comment during the established 30-day period. During this review period, the document is also forwarded to all participating agencies for their perusal and comment. Upon receipt of five sets of comments from State and Federal agencies and other transportation planning partners, the MPO addresses all concerns and incorporates them accordingly. A Final Draft is then prepared and sent again to the State, Federal and local agencies for their review. Upon addressing any additional concerns, the document is prepared for final reproduction after MPO Board Adoption. The Final Adopted document is sent to the Federal, State and Local agencies in accordance with the MPO administrative handbook.

2. *How does the MPO establish program/project priorities?*

The program/project priorities are stipulated in the fourth and fifth paragraph of the Executive Summary of the UPWP excerpted as follows: “The projects identified in the 2004 UPWP directly address the objectives adopted by the Program Committee and approved by the TPC and the MPO Governing Board. The level of effort represented by this UPWP is based upon several factors, the most important of which is the need to address transportation related issues in the MPO area. These objectives are in turn based on the policies defined in the urbanized area Transportation Plan and in the Miami-Dade Comprehensive Development Master Plan and are consistent with the transportation goals expressed in the Strategic Policy Regional Plan for South Florida. The program is also consistent with local comprehensive plans adopted by each of the thirty municipalities in the county.

In addition, projects in the 2004 UPWP address required work activities and agreed upon issues and priorities. These include but are not limited to: Transportation Equity Act of the 21st Century (TEA-21) planning factors, improvements outlined in the 2025 Long Range Plan, public transportation and ride sharing, Intelligent Transportation Systems (ITS), transportation program funding issues, air quality considerations and the Federal and State Planning Emphasis Areas (PEA). The FY 2004 UPWP also includes the Municipal Grant Program whereby municipalities are granted funds to prepare relevant transportation planning studies. Additional efforts will be made during the FY 2004 to address regional concerns to include, but not limited to, Freight and Goods Movement and Efficient Transportation Decision-Making.”

3. *Does the MPO submit the Draft and Final UPWP in a timely manner consistent with the schedule in Chapter 3 of the MPO Program Management Manual?*

The MPO aims to be consistent with Chapter 3: “Unified Planning Work Program” and schedules the first tentative development plan accordingly. The FY 2004 draft document was submitted on schedule. However, due to factors beyond the MPO’s control, the Final Draft was submitted on June 9th, eight days behind schedule. The last sets of comments were received 6 days late and the MPO Board took action removing a study from the draft document. It would help if FDOT could consolidate the comments from Planning, PTO and Federal agencies and send them simultaneously before the 30-day approval cycle ends, preferably in Microsoft Word. In addition, the County Manager’s signatures were needed on several pages, which took longer than anticipated to obtain, being that the County Manager resigned during this process.

4. *Are there any problems with the administration of federal funds?*

Yes. The STP funds should be consistent with the State fiscal year and become available in July, but the JPA is not made available until October. The MPO will be ready to begin several studies in July. However, the work will have to wait until the STP funds become available four months later. The reimbursement request has improved in the past couple of years. District staff is working with the MPO on disputed charges; instead of automatically rejecting invoices for any minor detail, FDOT will ask for an explanation and/or further detail. However, there are still various minor charges the State will not process which delays payments and/or results in revising invoices. This results in lost interest to the County and extra labor to solve \$3-\$30 differences on multi-thousand dollar invoices. One example; the MPO reimburses citizens who attend Citizens’ Transportation Advisory Committee and various transportation related activities for their parking fees of \$3.60. The District will not reimburse these charges unless

the individual fills out a two-page travel voucher for each person and all the appropriate authorizing signatures are obtained.

5. *Are projects completed and closed out in a timely manner?*

The MPO strives to complete all projects on time and as budgeted. Not all projects are closed out in a timely manner. Again, there are many circumstances beyond the MPO's control, which delays the work. Some examples include, but are not limited to: the delay in obtaining the funds, the creation, delivery and approval of concurrence forms, scheduling through various committees for approval, the County's extensive procurement process and other issues.

6. *Are there clear deliverables and end products?*

Yes, where applicable, the MPO has placed more emphasis on defining the end products to include anticipated completion dates.

7. *Is the UPWP a strategic management tool for the MPO?*

Yes, especially with the creation of the General Planning Consultant (GPC) Element, this has allowed for a more expeditious response to the dynamics of the transportation planning industry. The UPWP has various studies, which provide direction on the transportation future of the county and immediate solutions; LRTP, TIP, Short-Range Intermodal Planning and the GPC to list a few. The document could be a more useful tool and provide the "big picture" if the District would incorporate the transportation studies they perform.

8. *Describe how the UPWP addresses the MPO's regional coordination with other MPOs on tasks involving shared interests or responsibilities.*

The UPWP addresses regional coordination through various tasks included in the document. Task 1.05 titled "Regional Support", Task 2.10 "Tri-Rail/Bus Interface Planning" and Task 3.05 "Improving Regional Transportation Planning" is specifically dedicated to regional coordination involving transportation related shared interests and responsibilities. As a matter of fact, Task 3.05 was increased by \$50,000 to supplement a tri-regional effort to prepare a regional land use trends analysis. There are other tasks that involve shared regional interests: Task 1.02 "Long Range Transportation Plan Update 2030", 2.01 "Short-Range Intermodal Planning", 2.12 "ITS Plan Monitoring", 3.01 "Transportation/Air Quality Conformity Determination Assessment", 3.03 "Center for Urban Transportation Research Support", Task 3.10 "Sketch Planning Analysis of Bus Rapid Transit" and Task 4.04 Transportation Improvement Program.

C. PUBLIC INVOLVEMENT TITLE VI

1. *Have there been any reviews or revisions to the Public Involvement Plan?*

After reviewing the Public Involvement Plan (PIP) contained within the prospectus, it was determined that a stand-alone PIP should be created detailing the program's goals and objectives as they relate to the Public Involvement Effectiveness Evaluation Program (PIEEP)

developed by the MPO as mandated by the State. This new stand-alone document will be completed September 30, 2003 to coincide with the closing of FY 2002 – 2003. The PIP will then be reviewed during the FY prior to successive MPO authorization periods.

2. *Discuss any challenges that the MPO may encounter while conducting public involvement activities. How are these challenges resolved?*

The major challenge in implementing a PIP for Miami-Dade County is the lack of staff to perform all outreach activities. While this is being addressed by the future hiring of a Public Involvement Officer to assist the Public Involvement Manager, the size of the County's population precludes the ability for these two staff persons to conduct the necessary amount of outreach that is needed to serve 2.3 million residents. It is for this reason a volunteer program, if found feasible, should be considered to help with outreach activities. For example, the Department of Environmental Resources Management (DERM) has in place the Promoting Responsibility in Dade's Environment (PRIDE) program whereby volunteers work with staff to promote environmental programs and justice in Miami-Dade County.

A continuous problem that the MPO faces is developing interest groups to attend meetings in an effort to receive input towards the MPO's Long Range Transportation Plan, whereas meeting turnout is generally low. Currently, the MPO is seeking nontraditional ways to engage the public. The MPO is attempting to address this challenge by bringing the meetings to the public i.e. shopping centers, sporting events, and community events. Additionally, the MPO will seek to place related LRTP items on upcoming local community agendas in an effort to announce upcoming events, rather than scheduling a traditional meeting where the public would normally take time out of their busy schedules to attend. Furthermore, the MPO will seek to further address this issue with transportation games and contests or transportation fairs at meetings and community events.

3. *Has the MPO established a mechanism for regular review and assessment of the effectiveness of public involvement techniques (date of establishment)? Discuss the mechanism(s) that is used to assess the MPO's public involvement techniques.*

The purpose of evaluating the success of the MPO's public involvement activities is to identify where current public involvement activities are successful and where improvements are desired. PIP activities will be evaluated utilizing the PIEEP. A baseline for outreach activities will be established for FY 2002 – 2003 with results being made available December 31, 2003. This process will help us determine the weaknesses and strengths of the PIP, which can then be used as a useful tool to concentrate on areas of weakness. Some areas that will be evaluated include:

- a.** Identification of Performance Indicators (PI) for the Goals in the MPO's Public Involvement Program. PI should be measurable: A quantitative translation of the desired goal. Qualitative performance indicators may be identified, but should not be the sole indicator of a goal. PI should be verifiable: Multiple, independent observers should be able to agree upon the results. PI should be cost effective: The benefits gained from using an indicator should exceed the costs associated with tracking it.
- b.** Identification of Performance Targets for the Performance Indicators. The evaluation of performance should culminate in the identification of a target score representing the desired performance. The establishment of targets is the most difficult component of the

development of an evaluation program for public involvement. Targets should be based on: Public Expectations; Past Performance; Performance of other MPOs.

- c. Identification of which Goals are applicable to the project.

This evaluation utilizing the PIEEP will be conducted on the fiscal year prior to successive MPO authorization periods.

4. *How is information distributed to the public (e.g., cable television, newspapers, Chamber of Commerce, Homeowners' Associations)? Are these mechanisms effective? How do you know?*

There are various methods utilized to disseminate information. One example includes the mass distribution of the Annual MPO Newsletter, which is an effective educational tool containing a "year in transportation activities" snapshot. This newsletter was distributed to over 650,000 Miami-Dade County residents in English, Spanish, and Creole as an insert in numerous community newspapers. The newsletter was also made available as a link from Miami Herald.com to the MPO website where it was made available in the three languages. Other examples of how information is disseminated includes:

- a. Publication of newspaper ads in a paper of general circulation
- b. Publication of agendas and documents on the MPO web site
- c. US Mail; Homeowner Associations, citizens committees, Chamber of Commerce, etc.
- d. Facsimile
- e. E-mail
- f. MPO Quarterly Newsletters
- g. MPO Brochures
- h. Citizen Interaction
- i. Local Government Access Channel (Cable Television)

The MPO Website itself www.miamidade.gov/mpo is an extremely comprehensive site for all information on the MPO. It includes all major documents: the TIP, the citizen's TIP, the LRTP, the UPWP, and many reports, which may be downloaded directly from the site. Agendas and minutes of the MPO and its Committees may be accessed through this site. It has many hotlinks to other projects, agencies etc. The MPO receives many of its public inquiries from visitors to the site.

The Transportation Improvement Program (TIP) meeting in March 2003 was televised. Citizens not only could watch the meeting on TV, but they could also email or call in questions regarding the plan.

E-mails pertaining to "hot" transportation issues are sent to the citizen distribution list. Citizens can sign up to this list via the MPO website or by calling the PIM.

The Bicycle/Pedestrian Program distributes a large amount of information. Maps are available on biking and walking facilities, brochures on safety, bike/transit integration, and law enforcement. Most material is sent out in response to requests from the public. However, maps and brochures are also picked up from the Bike/Pedestrian Kiosk at the Govt. Center Metrorail Station, and material is distributed in bulk to other agencies for distribution including Miami-Dade Public Schools, local police departments, and elderly centers.

The MPO develops a public involvement resource bank containing names, addresses and particular interests of organizations and individuals who are willing to participate in the process. In the event of Public Hearings and Special Meetings, a general mailing list is collected from the bank.

An ad is published in a local paper encouraging interested organizations and individuals to participate in the process. Additionally, the following strategies include, but are not limited to other MPO techniques to distribute public information:

- a. Preparation of transportation newsletters and brochures that provide information to the public about government plans.
- b. Public Service Announcements
- c. MPO web site
- d. Transportation displays in shopping and activity centers

An MPO Database is being created and will be launched July 2003 to track all responses from the citizens' as a result of outreach activities. This mechanism tracks how the citizen was referred to the MPO, what comments were made, and what actions were taken. To date there are approximately 100 citizen responses to outreach activities.

The MPO continues to receive more inquiries and comments about the program via e-mails, faxes, letters, phone calls and in person. Currently, the MPO is collecting all citizenry inquiries and respective responses and inputting them into a databank. Upon the establishment of a baseline, the MPO will be able to measure, to some extent, the effectiveness of its outreach measures. In addition, the MPO is currently working on one component of the Community Impact Assessment study, which will also enable the MPO to measure the effectiveness.

5. *Are documents available in alternative formats? (e.g., Braille, large print, tape cassette, Spanish)?*

Miami-Dade County provides equal access and opportunity and does not discriminate on the basis of disability in its programs or services. For material in alternate format, a sign language interpreter or other accommodations are coordinated with the Miami-Dade Office of ADA compliance. We generally ask the public to contact the MPO at least five days in advance if this type of assistance is needed. All meetings are taped and available to anyone who requests a copy.

Currently, TDD technology is being researched to be installed in the Public Information Manager's office to communicate with the hearing impaired.

The MPO publishes its Annual Newsletter (over 650,000 copies distributed in newspapers of general circulation) in English, Spanish and Creole.

The new MPO Database also has the ability to track language preference and respond in the appropriate language.

Most of the bicycle/pedestrian safety material is in an English-Spanish format. The MPO has developed a pedestrian safety brochure in Haitian Creole.

6. *Are public meetings accessible by transit? Are public meeting locations accessible according to the Americans with Disabilities Act (ADA)?*

Public meeting locations are prioritized based on their transit and ADA accessibility. Typically, meetings are held in the Stephen P. Clark Center (Downtown Government Center) where transit is accessible as it interfaces with a Bus Terminal, Metrorail and Metromover. When meetings are held in remote locations, transit alternatives are always arranged in advance. All public meetings are held in ADA accessible facilities.

All CTAC and TARC meetings are held in the Stephen P. Clark building with transit accessibility right in the building while BPAC meetings are held two blocks from the South Miami Metrorail Station which is a hub for several local bus routes. All meetings are accessible according to the ADA criteria. Occasionally meetings are held at other locations in the community, which are also transit and ADA accessible.

7. *What are the demographics of the MPO's geographic area of responsibility, including low-income and minority populations as covered by the Executive Order on Environmental Justice and Title VI provisions?*

a. RACE:

i.	Total Population:	2,253,362
ii.	One race	2,167,940
	• White	1,570,558
	• Black or African American	457,214
	• American Indian & Alaska Native	4,365
	• Asian	31,753
	• Native Hawaiian & Other Pacific Islander	799
	• Some other race	103,251
iii.	Two or more races	85,422

b. HISPANIC OR LATINO RACE:

i.	Total Population:	2,253,362
	• Hispanic or Latino (of any race)	1,291,737
	• Not Hispanic or Latino	961,625
ii.	One race	929,989
	• White	465,772
	• Black or African American	427,140
	• American Indian & Alaska Native	1,990
	• Asian	30,537
	• Native Hawaiian & Other Pacific Islander	524
	• Some other race	4,026
iii.	Two or more races	31,636

Source: US Census Bureau, Census 2000 Redistricting Data (Public Law 94-171)

8. *What is the demographic composition of the MPO's various committees (race and gender)?*

The Transportation Planning Council (TPC). The TPC membership includes the directors of various agencies involved in transportation planning as well as those affected by the process. Representation on the TPC includes Miami-Dade County Public Works, the Miami-Dade Transit Agency, Miami-Dade Department of Planning & Zoning, Tri-County Commuter Rail authority, Department of Environment Resources Management (DERM), the Florida Department of Environmental Protection, the Florida Department of Transportation, Miami-Dade County Public Schools, the Miami-Dade League of Cities and the Miami-Dade Expressway Authority.

The standing committees of the TPC are the Transportation Improvement Program (TIP) Development Committee, the Unified Planning Work Program (UPWP) Development Committee and the Transportation Planning Technical Advisory Committee (TPTAC).

Each standing committee is comprised of staff members from various departments and agencies. TPTAC members review the Transportation Plan, proposed amendment and related items for technical soundness. The TIP Development Committee is charged with prioritizing, developing and maintaining a five-year program of projects. Each year the UPWP Development Committee recommends a proposed transportation planning program to the TPC.

The Citizens Transportation Advisory Committee, (CTAC), is appointed by the Governing Board. The CTAC has 42 positions available. Each commission district has at least one member on the CTAC. The remaining member may or may not be residents of the district of the Commissioner or Board Member nominating them.

The Transportation Aesthetics Review Committee, (TARC), is appointed by the Governing Board. The TARC assesses the visual aspects of major transportation projects. The project concepts and designs are reviewed for aesthetic quality and integrity.

The Bicycle/Pedestrian Advisory Committee (BPAC) ensures that the MPO meets its obligation to plan for non-motorized transportation alternatives. The BPAC also reports to the Governing Board.

The MPO recently has initiated the Freight and Trucking Committee (FTC) to represent Miami-Dade's economically vital freight movement industry with the MPO process. The FTAC reports to the Transportation Planning Council. Representatives come from the MPO, FDOT, Miami-Dade County Public Works, and the airport and seaport departments of Miami-Dade County.

The Committee reviews transportation planning activities and projects from the perspectives of trucking interests on the surface street system and intermodal transfer facilities involving shipping, air cargo, and rail freight.

See Exhibit 4 for the demographic composition of the MPO's various committees.

9. *How does the planning process analytically seek to identify the needs of low-income and minority populations in examining the distribution of the benefits and impacts of transportation investments (i.e., highway and transit projects in the LRTP and TIP) across these groups?*

The MPO recognizes that there are three fundamental principals of environmental justice:

- a.** Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- b.** Ensure full and fair participation by all potentially affected communities in the transportation decision-making process.
- c.** Prevent the denial of reduction in or significant delay in the receipt of benefits by minority and low-income populations.

There are essentially three reports conducted by the Miami-Dade County MPO which has, in some form, addressed environmental justice issues:

a. *The Historical Impacts of Transportation Projects on the Overtown Community and Proposed Improvements*

The objective of this study was to asses the extent to which the Overtown area has been historically affected by major transportation projects and to suggest possible mitigation measures which would help preserve its integrity as a viable neighborhood and community in the future. An interdisciplinary team of public administration/public policy analysts, economists, historians and planners from Florida International University (FIU) in conjunction with a subcontractor, and the Black Archives completed a comprehensive analysis. The study documented that in 1950, predating the construction of I-95/I-395, Overtown contained 45% of the African American population in Miami-Dade County with a thriving central commercial area. Most historians and researchers described the community as self-contained and autonomous. For many in the African American Community, it was a source of pride and this overall positive perception continues until today. In 1960, Overtown reached its peak in population with close to 33,000 and its business community, although already in modest decline, had 318 business establishments representing a diverse mix.

The study concluded that after the transportation projects analyzed in this study were completed in 1970, the Overtown area reached a bottom from which it has never recovered. For example, the expressways and urban renewal directly displaced close to 12,000 residents and another 4,830 moved out during the decade of the 1960's for other reasons. Some of the recommendations for mitigation included:

- Improving signage on the perimeter of the area
- Redesigning an important entrance ramp
- Opening up dead end streets
- Completing the Metromover loop

b. *Effects of Transportation Plan Development on Minority and Impoverished Urban Communities*

Transportation planning, except in remote areas, affect communities. The development of transportation plans has often times had a disproportionate impact on minority and low-income communities. This study looked as developing processes to engage communities that may not have historically participated in the planning process.

c. *Welfare to Work: Transportation Issues and Opportunities in Miami-Dade County*

A team of researchers led by Florida International University Institute of Government (IOG) conducted a study of transportation issues in Miami-Dade County related to welfare clients moving into the work force. The Executive Summary identifies three major policy recommendations, sixteen program recommendations, four “best practices,” and thirty-five findings and their implications that we have drawn from our research. The three major policy recommendations that need to be addressed to help ensure the long-term self-sufficiency of welfare clients as they move into the work force were as follows:

- Provide a continuum of transportation options in order to meet Welfare clients’ routine and unique transportation needs.
- Provide subsidies in order to ensure the availability of needed transportation options for welfare clients.
- Identify and assign one organization the responsibility to educate welfare clients about alternative means of getting to work on time.

Recommendations from this report were used to apply for FTA Access to Jobs Grant Funds.

The MPO will continue to look carefully at issues of environmental justice as they relate to transportation projects, studies and programming. Further, the MPO will explore new methods and establish new partnerships that will help eliminate discrimination and the appearance of discrimination in transportation planning. Through the Job Access and Reverse Commute program, the MPO plans to continue to plan for innovative transportation options for citizens who are moving from welfare to the work force.

The UPWP Community Impact Assessment(CIA) project will also be providing GIS mapping of income and minority geographic distributions.

10. *Are there contracting opportunities for planning studies, corridor studies, or other work to include minorities, women, and minority institutions of higher education, and historically black colleges and universities?*

Yes. Miami-Dade's procurement process is handled under Miami-Dade County's regulations. The extensive procurement/contracting procedures include providing notices in three periodicals, The Miami Herald (largest circulation in Miami-Dade County), El Diario de Las Americas (Spanish) and the Miami Times (predominantly african-american periodical) in addition to specifically targeting minorities in the mailed notices. In awarding contracts, the Department of Business Development promotes the utilization of minorities through the establishment of Disadvantaged Business Enterprise (DBE) goals. The contracting

opportunities are available to everyone, with a weighted advantage to minorities. During the solicitation process for new ideas for the UPWP, all local universities and Indian reservations are involved in the solicitation process.

11. *To what extent has/does the MPO routinely evaluate the overall performance and effectiveness of the public involvement and or engagement strategies and mechanisms contained in the MPO's adopted Public Involvement Program, especially for the traditionally underserved populations?*

To date there has been no formal review of the overall performance and effectiveness of the public involvement activities for underserved populations. However, as stated earlier, the PIEEP will be utilized in the creation of the PIP. Upon the completion of the PIP, an evaluation of the entire PI program will take place, which will include an evaluation of PI activities to the underserved populations. This evaluation utilizing the PIEEP will be conducted on the fiscal year prior to successive MPO authorization periods.

12. *To what extent in the planning process are data collected and analyzed by the MPO and/or other area planning agencies for assessing the regional benefits and impacts of transportation system investments (i.e., highway and transit projects in the LRTP and TIP) for different socioeconomic groups?*

The three regional MPO's along with the two FDOT Districts have supported the development of the Southeast Regional Planning Model (SERPM) as the regional analysis tool to measure benefits and impacts of major transportation projects. The SERPM model is supported through coordinated socio-economic data and regional trip-making characteristics.

13. *To what extent in the planning process do the MPO and/or other area planning agencies coordinate with citizens and community-based agencies, groups, and/or organizations in defining "communities" within the MPO's geographic area of responsibility in assessing potential benefits and impacts of transportation system investments, particularly in relation to the traditionally underserved populations?*

As a result of the successful outreach during the People's Transportation Plan (PTP) effort, we now have in the MPO database over 1,000 organizations representing all areas of the County. It is anticipated that educational mailings and workshop and meeting notices can be mailed or emailed to these entities once the database is completed.

An Interlocal Agreement between the Metropolitan Planning Organization (MPO) and Florida International University (FIU) has been approved to work on the MPO Community Impact Assessment (CIA) Project. The purpose of the CIA Project is to develop Community Profiles for the Metropolitan Planning Organization (MPO) using the principles of Community Impact Assessment (CIA) to be used as a tool to evaluate and incorporate community considerations into the planning and development of its transportation plans, programs, and projects. CIA is the process used to evaluate the effects of a transportation action on communities and their quality of life -- the human environment. Its focus is on the early and continuous gathering of information from the community and other sources through GIS, census data, focus groups, charettes, and workshops. It's a proactive process that ensures that community values and concerns receive proper attention throughout the transportation development process.

14. *How the traditionally under-served are reached during public involvement? How are they brought into the planning process from the systems, programs, and corridor perspectives?*

PI for the traditionally under-served has been accomplished through church meetings, community newsletters, and outreach events. A comprehensive outreach plan, addressing PI activities for the LRTP, TIP, and MPO studies, is being developed that will articulate how to include the traditionally under-served in the planning process.

The MPO has developed a Title VI Action Plan that identifies some strategies for engaging the traditionally underserved and underrepresented communities. Furthermore, the MPO is in the process of developing community profiles using the principles of Community Impact Assessment (CIA) to be used as a tool to evaluate and incorporate community considerations into the planning and development of its transportation plans, programs and projects. Moreover, the MPO will also be considering environmental justice issues in the development of the LRTP and the TIP. This study will evaluate the participation and implementation of projects within minorities and low-income areas, measure the positive and negative impacts of the transportation plan in these communities, and establish the basis for future analyses and creative efforts to reach these communities.

15. *What steps will be taken to develop a regional public involvement process if multiple MPOs are designated for the Miami urbanized area?*

As part of UPWP Task 1.05 “Regional Support”, regional planning activities are to be coordinated with respective MPO’s in the region, as this effort also appears in their respective UPWP’s. Additionally, the RTO has been successfully collaborating on a regional marketing effort among the region’s transit providers. A marketing firm has been contracted by the RTO to assist with regional marketing efforts.

D. INTELLIGENT TRANSPORTATION SYSTEM (ITS)

1. *Discuss current and future ITS efforts, activities, and plans.*

Current ITS efforts centered on regional service through SunGuide partnership for advanced traveler information and the use of 511.

2. *Are current and future ITS efforts, activities, and plans incorporating the national and regional ITS architecture?*

Yes

3. *What is the MPO using as its regional ITS architecture?*

The same Southeast Florida ITS Architecture used by FDOT.

4. *How are ITS activities coordinated with other MPOs in the Miami transportation management area? [this replaces q(4) in 10.17 questionnaire]*

Through the SunGuide Partnership Committee for which FDOT District 6 is the lead agency.

5. *How are ITS strategies/projects evaluated and balanced with capacity adding and maintenance oriented projects?*

ITS System Plan for Miami-Dade identifies all ITS projects. ITS project deployment is capital intensive in its construction phase and become maintenance oriented in its subsequent operation.

E. CONGESTION MANAGEMENT SYSTEM (CMS)

1. *What has been the level of effectiveness of the CMS in identifying congested corridors and resulting strategies?*

The congested corridors identified in the CMS are evaluated in the development of the Long Range Transportation Plan (LRTP) update. No new corridor has been identified. The Update of the CMS proposed in the Unified Planning Work Program (UPWP) will review the existing congested corridors and will evaluate additional corridors to determine future level of congestion and eventually, their potential inclusion in the CMS.

2. *What type of public involvement activities have occurred during the refinement of the CMS?*

The CMS does not have a specific public involvement program. Individual projects have their own public involvement activities. The Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) have extensive public participation activities from development to adoption of the documents. Additionally, state projects are developed separate from the County and have their own public involvement programs in place.

3. *What measures of congestion are used in the CMS?*

a. For Highways

i. Systemwide:

- LOS calculated using Volume to Capacity Ratio (V/C)
- Relative Congestion Ratio (RCR)

$$\text{RCR} = (\text{Existing V/C Ratio}) / (\text{Maximum V/C Ratio allowed})$$

ii. Corridor:

- Intersection LOS
- Corridor LOS
- Travel Speed
- Travel Time

b. For Transit

- i.** Load Factor (% of seats filled)
- ii.** Headway (maximum 20 mins.)
- iii.** Travel Time
- iv.** Travel Speed

c. For Non-Traditional Modes

For bicycles and pedestrians the availability of facilities along the congestion corridors are used to comply with the CMS.

4. *What types of strategies or solutions (besides lane additions) are being implemented to relieve congestion? Are the strategies or solutions successful?*

The strategies considered in the improvements to these corridors (other than or in addition adding lanes) are:

- a.** SR 826: Establishment of HOV lanes and interchange improvements.
- b.** SR 836: Improvement to the toll plaza and addition of SunGuide lanes.
- c.** I-95: ITS applications, ramp metering and reversible lanes.
- d.** US 1: Extension of the busway to Homestead and adding transit service.
- e.** SR 112: Intersection to connect this expressway with the MIC and the SR 836.
- f.** Countywide: Increase of transit services (bus & rail) with the approval of the half-cent sales tax for transportation.

Other transportation demand management (TDM) strategies implemented are:

a. Short-Term Strategies:

- i.** The South Florida Vanpool Program (SFVP) continues providing vanpool services in a regional basis. As of June 30, 2003, there are 66 active vanpool groups. Broward County is actively participating in the program.
- ii.** The South Florida Commuter Services continues implementing TDM programs within the county.
- iii.** The Miami Beach ELECTROWAVE continues providing service in the South Beach area.
- iv.** Downtown Brickell Shuttle continues in operation.
- v.** With the approval of the half-cent sales tax, several shuttle services have been implemented.
- vi.** The Bicycle/Pedestrian Program, as well as the Bicycle/Bus/Rail Program continues increasing users.
- vii.** The Miami Beach Transportation Management Association (MBTMA), the Downtown Transportation Management Initiatives (DTTMI) and the Airport West Transportation Management Initiatives (AWTMI) continue in operation.
- viii.** A jitney pilot project is being considered to supplement MDT service in the municipality of Hialeah. Other two projects are also being evaluated.

b. Long-Term Strategies:

- i.** Advanced Traffic Monitoring System (ATMS): Development of the traffic control center to operate and maintain over 2,000 traffic lights within the county.
- ii.** HOV Lanes: I-95 and SR 826.
- iii.** Implementation of ITS components such as ramp metering, truck ramps and HOT lanes are being considered for I-95.
- iv.** Considerations are being given to the establishment of a waterway transportation system.
- v.** A new design alternative is considered for the I-395 which integrates transportation needs with urban development and economic growth for the area. This includes depressing I-395 and providing park facilities, pedestrian malls and access to the Performing Art Center, Miami Airlines Arena and Bicentennial Park.

5. *How often does the MPO re-examine or revise its CMS?*

Basically, the CMS is examined every update of the Long Range Transportation Plan (LRTP). For FY 2004 Unified Planning Work Program (UPWP) a new update of the CMS has been included. Proposals were requested to consultants under the General Planning Consultant (GPC) Services. Work Order shall be assigned in August 2003. The study should be completed by summer 2004.

6. *In non-attainment or maintenance areas, how are Single Occupant Vehicles (SOV) projects demonstrated to have come from CMS?*

All SOV projects coming from the LRTP have to go through the transportation planning process that includes the criteria established in the CMS to identify congested corridors and projects. Therefore, SOV projects come from the CMS.

F. MULTI-MODAL ACTIVITIES

1. *How are bicycle and pedestrian planning activities being integrated in the transportation planning process?*

The MPO adopted a bicycle facilities plan in 1995. The 2025 Long Range Transportation Plan includes a non-motorized element that lists on-road bicycle, pedestrian and greenway projects. The LRTP's funding plan budgets 1.5% of the MPO's surface transportation funds for the projects in the non-motorized element. Since 2000 the MPO has developed a GIS database of pedestrian crashes for use in developing educational, engineering and enforcement projects to reduce the number and severity of pedestrian crashes. That project is being expanded to include bicycle crashes in 2003.

2. *Discuss the selection and prioritization process for bicycle and pedestrian projects.*

The bicycle facilities plan was developed based on safety improvements, links to existing facilities, and service to major trip destinations, inclusion in projects funded in the TIP and Long Range Transportation Plan and the condition of each roadway for bicycling. The projects in the non-motorized element of the 2025 LRTP were identified based on the demand for

bicycling and walking (from a latent demand model), the quality of roads for bicycling (from the Bicycle LOS model), the quality of roads for walking (from the Pedestrian LOS model), pedestrian crash locations, and the locations of schools.

3. *How are transit and the transportation disadvantaged considered in the transportation planning process?*

Outreach Efforts are performed to ensure that a wide range of elderly persons and persons with disabilities have the opportunity to participate in the transportation planning process. Regular public meetings and countywide summits are conducted to receive input from transportation disadvantaged customers including persons with disabilities, such as:

- Elderly and Disabled Sub-committee of the CTAC,
- Commission on Disabilities Issues (CODI),
- Transportation Communications Working Group (TCWG), and
- Special Transportation Service Rider's Advisory Group (STS RAG).

This public participation mechanism has been in place for some years and has been successfully utilized for disseminating and gathering pertinent information dealing with the special transportation needs of Miami-Dade County (MDC)'s transportation disadvantaged citizens including persons with disabilities. The MPO also participates in the Transportation Disadvantaged Local Coordinating Board meetings. The LCB ensures availability of transportation services for the transportation disadvantaged through a coordinated system.

G. LONG RANGE TRANSPORTATION PLAN (LRTP)

1. *How are multimodal/intermodal considerations defined, evaluated and reflected in the LRTP?*

Typically, the LRTP development process involves a multi-step testing phase, whereby various treatments to the future anticipated congested corridors are tested. This is accomplished by applying highway-intensive solutions and transit-intensive solutions separately. The Steering Committee evaluates how well the various treatments performed and develops a “best combination” or multimodal treatment wherever appropriate. These solutions translate into project proposals, which are ultimately reflected as line item projects in the LRTP.

2. *How are community development values balanced with capacity-adding and maintenance-oriented transportation priorities?*

Much of this is borne out through the public involvement phase of the Plan development or during public presentation on individual projects. Some proposed capacity-enhancing projects receive negative community reception, and there are some cases of where safety and/or maintenance-oriented improvements were ultimately programmed instead, in response to the community.

3. *How are revisions to the LRTP initiated?*

The MPO carries out an annual cycle of LRTP amendments. This procedure is also enumerated in the MPO Prospectus.

4. *What process is used to review and re-validate/revise the planning assumptions used in the LRTP? How and where can the public find out about this process?*

The LRTP development process includes a task, which calls for the technical steering committee, assisted by the consultant team, to review, revise and re-validate the planning assumptions used in the previous Plan Update. This holds true whether the Plan Update is a minor or major one. There are several sources for the public to learn more about the process. First, there are a series of brochures that are published as the Plan is developed. Some of these are in newsletter format which provide a fair amount of detail, however all of them encourage the reader to visit the MPO's website and to contact the MPO for further information. Second, the MPO's website is continuously being updated to provide Plan-related information. And finally, there are a series of community meetings held throughout the County, at which the public can learn more about the planning assumptions and the Plan development process.

5. *How is the LRTP developed to be consistent with local government comprehensive plans (LGCP)? How are the LGCP goals and objectives reflected in the LRTP?*

One of the initial tasks in the development of the LRTP is the development of the Goals and Objectives. The LRTP Steering Committee ensures that the goals of the transportation Plan are consistent with those of the Comprehensive Development Master Plan (CDMP). The Goals and Objectives are adopted as a part of the Plan, and are reflected in the approval document.

6. *How will the LRTP consider alternative land use scenarios?*

Land use changes anticipated through either the DRI process or through amendments to the County's Comprehensive Development Master Plan (CDMP) are analyzed in the context of the LRTP. These tasks are also a part of the consultant contract for the LRTP, and will extend beyond the adoption date of the LRTP.

7. *How does the MPO utilize Geographic Information Systems (GIS) in coordinating transportation and land use planning? Discuss any efforts.*

The MPO only recently acquired direct access to the County's GIS. Through efforts within the County, and using under-contract Consultant resources that use GIS, the MPO is beginning to explore the use of GIS in this area.

8. *Does the LRTP include operations and maintenance (management) costs? Discuss how the development of these costs has been coordinated. How are revenue estimates derived for each of the respective governmental units and jurisdictions? How is the private sector considered/involved?*

The development of O&M costs is only now getting underway for the 2025 Plan Update. The costs will be coordinated through the technical steering committee. Revenue estimates are also only now being brought to the table for discussion. On the highway side, federal and state

roadway funding will be brought forth by the FDOT. Revenue estimates for local roadways will be produced by the Consultant Team based on current revenue streams for local roads in the TIP. Transit revenue estimates will be provided by the FDOT and Transit agency. Private sector-funded roadways are considered in the Plan, based, in part, on the Private Sector component in the adopted TIP.

9. *How are State programs, policies, and processes coordinated and reconciled in the LRTP and TIP development process?*

This is accomplished through the participation of State agency representatives on the LRTP and TIP technical committees and the Transportation Planning Council.

10. *How are highway and transit safety issues considered in the TMA's planning, programming, and decision-making processes?*

Highway and transit safety is reflected as a priority through the Goals and Objectives in the LRTP. This priority is carried forward as the project evaluation criteria, based on the Goals and Objectives, includes safety considerations as a basis for ranking projects. In addition, safety, as a part of O&M, is accounted for in the revenues/costs of the Plan, particularly in the FDOT revenue projections.

11. *Does the LRTP adequately identify existing and anticipated funding sources?*

The LRTP includes a Financial Resource Analysis section (2.3.3) in The Plan Process section, which outlines in table format (Tables 2 and 3), all Forecasted Revenues for Years 2006 to 2025. It is a federal requirement that the Long Range Transportation Plan be financially constrained by the projected revenues. The current 2025 Plan, also referred to as the "Minimum Revenue Plan," is financially-constrained based on the projected revenues which were "reasonably expected to be available" at the time of adoption. The Year 2025 LRTP also includes a Needs Plan, which includes unfunded projects. This Needs Plan forms the desirable blueprint for the future transportation system for the urbanized area.

12. *Have new funding sources been proposed to address unmet transportation needs?*

Yes. Sections 7 and 8 of the Financial Resources Report for the Year 2025 Transportation Plan outline various potential new local dedicated funding sources and strategies for enhancing revenue. The document includes discussion on gas tax revenues, sales tax revenues, debt-financing and other strategies such as public/private partnerships.

In November of 2002, voters of Miami-Dade County approved a referendum for a half-cent sales tax for transportation. Revenues generated by this tax will be used to fund transit corridor projects, roadway projects, as listed in a County ordinance linked to the referendum.

13. *Explain how a regional LRTP will be developed for the expanded Miami urbanized area.*

As part of UPWP Task 1.05 "Regional Support", a regional Long Range Transportation Plan will be prepared. This activity may commence as soon as July 1, 2003. Although the policy of developing a regional LRTP has been approved, details on its development will take place in an open forum with the other MPO's in the months to come. It is assumed that the Regional

LRTP will incorporate, at a minimum, the LRTPs of the respective counties, RTO Studies, and other related transportation plans and studies.

H. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

1. *Are descriptions for projects adequate for examination and relation to the Conformity Determination?*

Project descriptions contained in the TIP have been enhanced to provide clarity and accuracy depicting projects. This has facilitated the overall review process.

2. *Are TIP amendments adequately documenting the changes made to the program?*

TIP amendment requests are documented with a request letter explaining the nature of the modifications, and a TIP boiler-plate page clearly indicating the desired deletions and/or additions or modifications to the original project.

3. *Does the MPO have an administrative procedure in place to amend the TIP without MPO Governing Board Action?*

No. All TIP amendments need to go through the planning process hierarchy leading to approval by MPO Governing Board. The MPO usually approves a new TIP document in May of every year. During the summer time, while the MPO Governing Board is in recess, the MPO can amend the TIP administratively to reconcile any items in the Work Program which need to transition from previous TIP to the TIP adopted in May.

4. *What role does the Long Range Transportation Plan (LRTP) play in the development of the transportation improvement program?*

The Long Range Transportation Plan (LRTP) feeds projects into the TIP development process. All TIP projects are related to the goals and objectives of the LRTP. Capacity improvement projects not included as part of the LRTP are not considered eligible for inclusion in the TIP.

5. *Discuss the TIP project prioritization process. How are bicycle, pedestrian, and transit needs address in the prioritization process?*

Transit, bicycle and pedestrian needs are identified in the multimodal LRTP needs plan and prioritized in the Cost Feasible LRTP Plan. Both, the Bicycle/Pedestrian Advisory Committee (BPAC) and the Citizen's Transportation Advisory Council (CTAC) are involved with reviewing and providing input and recommendations for consideration into the LRTP. The Miami-Dade TIP contains an appendix, listing projects "next-in-line" for TIP funding. This section, locally known as the Unfunded Priority Needs, serves as a staging area for projects as they progress from the Cost-Feasible LRTP to the TIP.

6. *Does the MPO prepare annually, a list of projects for which Federal funds have been obligated in the preceding year and publish it or otherwise make it available for public review?*

Listings are received from the District Office and also gathered from MyFlorida DOT website for public consumption. Copy of the Listing is posted permanently at the MPO Website. Copies are available for public review at all times.

7. *What steps will be taken to transition to a coordinated project prioritization process if multiple MPOs are designated for the Miami urbanized area?*

Regional coordination among the three MPOs in the Miami Urbanized Area started in 1992 with Air Quality Conformity Process. Coordination has been occurring in developing and deploying Intelligent Transportation System (ITS) throughout the region (ATIS and 511). Planning activities are coordinated for Long Range Plan, transit analysis, freight and goods movement, regional modeling, RTA, Tri-Rail, among others.

Steps towards regional coordination for project prioritization have been already initiated with RTA's regional transit development plan and the 2004 UPWP Task 1.05 "Regional Support" under which MPOs in the region will be engaged in regional project prioritization and selection.

I. INTERMODAL/FREIGHT ACTIVITIES

1. *How are intermodal planning activities integrated in the transportation planning process?*

The MPO has taken the lead in freight planning in the area. An MPO staff person sat on a national TRB panel discussing freight transportation, and was a member of the Florida Governor's Statewide Freight Stakeholders Task Force (since disbanded), and brought findings from both activities to the MPO planning process. That staff person is currently the Chairperson of the Florida Statewide Model Task Force Freight Modeling Committee, and is a member of the FHWA freight listserv. This staff person managed the first MPO-originated freight movement study in the State of Florida, more recently managed a later, area-based truck traffic study for the MPO, and has sat on a number of local freight-encompassing studies' steering/advisory committees as well.

More recently, the MPO contributed towards the creation, development, and institution of two main freight networks in Florida. The MPO was involved in the definition and development of the Statewide Florida Freight Network, which took place during the Florida Multimodal Trade Corridor Assessment Study and the follow-up Florida Freight Network and Modal Linkages System Study.

The MPO was also involved with the Florida SIS, Strategic Intermodal System, the 'next evolution' of the FIHS, the Florida Intrastate Highway system, the main highway network for Florida. The SIS can be characterized as the backbone of the freight movement network as well, as it encompasses intermodal terminals, inland ports and seaports, and air cargo-significant airports, as nodes on or adjacent to its roadways in addition to the roadways, sea

lanes and waterways, and railroads that are its main links.

That MPO has acted as ‘freight champion’ during development of the last four LRTPs for Miami-Dade County. Through these efforts, economic goals and objectives incorporating recognition of freight transportation needs in general area and specific project evaluations have been incorporated into the LRTP development process.

The MPO’s Freight Transportation Advisory Committee was approved by the MPO Board as a standing committee of the MPO, and is currently being populated. When filled out, FTAC is expected to encompass private sector voting members from the local aviation, maritime, rail, and local and OTR trucking and delivery freight transport communities on its roster, along with representatives of the MPO, the Seaport, the Airport, TSA, Florida DOT, Miami-Dade Public Works, and as appropriate, local municipalities’ transportation agencies as ex-officio members. The FTAC is expected to periodically review local transportation plans and planning activities for appropriateness of intermodalism’s incorporation into MPO planning processes and products.

2. *How are seaports, airports, freight and goods movement being considered in the planning process (Explain the coordination process)?*

Both MIA (MDAD –Miami-Dade Aviation Department, the airport) and the Port (Dante B. Fascell Port of Miami-Dade) send representatives to the TPTAC (Transportation Planning Technical Advisory Committee) and the TPC (Transportation Planning Council), regular standing committees of the MPO, to review and comment upon local area municipality, County, MPO, and State DOT transportation plans and planning activities. Their surface transportation planning and programming is reflected in the TIP, and they advise the MPO on long-range surface access needs and concerns with respect to freight movement into and out of their facilities. MIA is one of the hemisphere’s leading air cargo hubs, and the Port of Miami is one of the leading container ports along the Atlantic and Gulf Coasts. In addition, a staff member of the MPO regularly attends Miami River Coordinating Committee meetings. The Port of the Miami River aggregately sums to the fourth most economically significant port in Florida, and serves as the State’s and nation’s main port for shallow-draft vessels plying the Caribbean from nations in Central America and the Caribbean Basin. River interests have been represented in the recently completed MPO-managed Miami Downtown Transportation Master Plan effort.

Because both TPTAC and TPC encompass members of the four largest municipalities in Miami-Dade County, the County’s Public Works Department, and representatives of the Florida DOT, coordination among and between the various agencies responsible for the planning, construction, operations, and maintenance of transportation facilities is facilitated.

General freight and goods movement is considered in MPO planning by routine incorporation in the LRTP of facilities’ freight-supportive attributes in evaluation criteria, by the institution of the FTAC, and by the conduct of studies either specifically directed to freight or trucking studies or oriented towards general transportation planning studies in which freight movement, and trucking and intermodal issues are integrated.

Finally, with the FTAC becoming a standing committee with the capability of requesting studies and actions of the MPO and its committees, and with a standing reporting spot on MPO agendas, freight concerns will be well-disseminated and coordinated even more in the future.

3. *Does the MPO explore the need for enhanced intermodal connectivity by identifying major facilities serving air, rail, transit, and freight and demonstrating the linkages between these modes?*

While MPO staff recognizes the need to enhance intermodalism, MPOs in general are coming late to the intermodal table across the US. The major intermodal terminals are already well-recognized by the freight and goods movement community as it is, and linkages between and among them are equally well-recognized by them as well.

However, in the future, it may be beneficial to not explore, but even more demonstrably highlight, the need to preserve and enhance multimodal approaches to freight and goods movement as roadways become more congested, general motorists feel more threatened by trucks, moves to further restrict truck-based freight and goods shipping increase, and rail lines become targets of increased operating restrictions.

4. *Does the MPO assess the future demand placed on intermodal links and identify specific projects to facilitate access to these facilities?*

While no systematic and continuing process is in place to forecast and estimate future freight movement demands on the MPO's urban area roadway network, corridor and specific facility studies may include such estimates as part of their scopes. A freight and truck forecasting module has been recommended to be incorporated in the MPO's travel demand model, and recommendations made as to its form and implementation process, but as yet, has not been included. The state and its constituent Districts, the MPOs, some larger cities, and the consultant corps practicing travel modeling and analysis in Florida are and will be transitioning to a new software suite to carry FSUTMS forward over the next decade or so. During the transition, it is hoped that freight/trucking will become integrated into the standard travel demand estimating and forecasting process.

Both the Seaport and Airport independently develop estimates of future year freight transport needs for their own facilities development and their respective capital improvement programs. It is reasonable to believe that the private sector railroad operators in Miami-Dade do the same as part of their business plan and normal business operations.

5. *Does the MPO highlight highway projects that will strengthen access to the region's major airport serving both passenger and freight movement?*

Passenger access to both MIA and the Port has long been not only highlighted but emphasized in historically tourist-oriented Miami-Dade County, where tourism, while diminishing as a percentage of the local economy, still plays a critical important role in the fiscal health and vitality of the urbanized area. Because of this, not only are specific projects such as the Interconnector and the MIC, which will provide better access to MIA passengers, highlighted by the MPO, but in a number of cases, studies exploring improved access to these two largest economic engines in Miami-Dade have been initiated by the MPO.

6. *Has the MPO identified and analyzed existing and projected goods movement in the region by analyzing major truck movement routes for the current and future years?*

Please refer to responses to Question 4, above.

7. *Are local military installations involved in the planning process?*

During the recent Miami Downtown Transportation Master Plan study, managed by the MPO, Coast Guard involvement was heavy and consistent. When Homestead was the site of an Air Force Base, input regarding its growth and development were sought from time to time. HAFB was located in a largely rural, agrarian portion of the County, and was effectively destroyed in 1992 during Hurricane Andrew; only a minor Air Reserve Base operates there now, and current plans call for redevelopment of much of the base into alternate land uses.

8. *How does the MPO consider roadway connections to military installations (e.g. the Strategic Highway Network (STRAHNET) and STRAHNET connectors) in the TMA's planning, programming, and decision-making process?*

STRAHNET and STRAHNET connectors are included into the MPO highway network. However, there are few military sites, and these, themselves, do not generate particular travel demands relative to the areas in which they are embedded. Depending upon demand, connectors are improved within the overall project selection process.

9. *Has the MPO identified and analyzed existing and projected freight movement in the region (e.g., by analyzing major truck movement routes for the current and future years)? If not, does it intend to do so?*

The Miami-Dade MPO has conducted two freight studies over the past 7 years. The first charted major freight (truck) flows in Miami-Dade as part of the general Freight Movement Study, while the second, an area and corridor-focused truck traffic study concentrated on a heavily truck-frequented commercial warehouse, storage, shipping business, as well as wholesale and retail goods, area called Airport West.

While no systematic and continuing process is in place to forecast and estimate future freight movement demands on the MPO's urban area roadway network, corridor and specific facility studies may include such estimates as part of their scopes. A freight and truck forecasting module has been recommended to be incorporated in the MPO's travel demand model, and recommendations made as to its form and implementation process, but as yet, has not been included.

Meanwhile, the SERPM possesses that capability, and can and has been employed in regional planning efforts. Should the need arise for a regional look at project freight trucking flows, the SERPM would be the vehicle of choice to provide the estimates.

10. *Describe efforts to conduct freight and goods planning on a regional basis.*

Current freight and goods movement related tasks have been coordinated with the Broward County MPO. The Freight Transportation Advisory Committee (FTAC) is being organized and is expected to have their first official meeting by the September 2003. Organizational and

preliminary FTAC meetings have included representatives of the Broward MPO, and Broward has extended to Miami-Dade the courtesy of sitting in on two of its freight studies' advisory and review committees.

J. ALTERNATIVES ANALYSIS ON REGIONALLY SIGNIFICANT PROJECTS

1. How does the MPO identify and address alternatives on regionally significant projects?

Through a collaborative effort by the Regional Transportation Organization (RTO), criteria for identifying regionally significant transit projects were agreed upon for transit policy purposes. After much discussion, the definition of a regionally significant transit is a service that either crosses the county line or provides access to facility of regional service, such as Tri-Rail stations. A recently completed study through the RTO the South Florida Transit Analysis Study which examined various alternative improvements to enhance regional mobility. In addition, the MPO will participate in the I-75 Task Force and will continue to participate in the Regional ITS Coalition. The MPO will support the newly formed Regional Transportation Authority in its efforts to promoting regionalism.

2. How does the MPO identify the need for corridor studies, and how are these studies undertaken by the respective agencies?

The need for corridor studies is usually an outgrowth of the LRTP effort, in which a system planning analysis approach helps identify potential corridors for major improvements. The process by which an agency undertakes corridor studies is more characterized as case-by-case basis than a systematic approach. The newly formed Miami-Dade Office of Public Transportation Management (OPTM) has been provided the responsibility of carrying out the planning and project development activities associated with projects identified in the People's Transportation Plan, which includes the 89 miles of rapid transit corridors.

3. How and when are corridor master plans updated or reevaluated? How is local input incorporated in the process?

Corridor plans are updated or re-evaluated based upon emergence of significant circumstances, which necessitate such action being taken to keep these corridor plans and their results valid and relevant for decision-making purposes. Local input is incorporated by continuing the public involvement activities throughout the project updates and re-evaluations, as carried out during the initial studies.

K. NATIONAL PROGRAMS/INITIATIVES

How are related National Programs/Initiatives (e.g., Welfare-to-Work and Brownfields) incorporated into the metropolitan planning process?

The MPO is participating in two national initiatives related to pedestrian safety: NHTSA's "Pedestrian Safety Demonstration Program for a Large City Jurisdiction" and FHWA's

"Pedestrian Safety Engineering and ITS-Based Countermeasures Program." Both projects are supported by the MPO's development and analysis of pedestrian crash data through the GIS system.

Currently the MPO has an interlocal agreement with the Miami-Dade County Empowerment Trust, for them to provide a transportation planning study for the 79th Street Corridor Initiative, and in particular, a conceptual plan for a transit oriented development. Part of the study area is in an Empowerment Zone and part in an Enterprise Community (a state program).

Under a proposed Community Impact Assessment UPWP study, GIS mapping of Brownfields, Empowerment Zones, Enterprise Communities (a state program), and Eastward Ho areas (a regional urban infill initiative) are being considered. These in turn, can be overlaid with proposed TIP and /or LRP maps to see whether any projects can serve multiple purposes and contribute to redevelopment initiatives in certain areas. Another alternative can be to add points for projects located in these areas, in the LRTP project selection and prioritization process.

L. AIR QUALITY

1. How are Congestion Mitigation Air Quality (CMAQ) projects prioritized?

In Miami-Dade County CMAQ projects have to enhance mobility and minimize congestion. CMAQ project need to demonstrate emission savings and promote one of the following: transit use, use of alternative modes of transportation such as non-motorized, van pool, carpool, transit, rail and electric or gas-powered vehicles; minimize vehicle-miles driven and relief congestion.

2. Does the MPO conduct interagency consultation meetings with local, state, and federal agencies?

YES, normally by teleconference to assure participation without distance constraints.

3. Describe the MPO's method for conducting interagency consultation meetings with local, regional, state and federal agencies.

The Southeast Florida Inter-MPO Air Quality Technical Committee, established in 1993, is the forum for interagency consultation for the Southeast Florida Airshed comprised of Broward, Palm Beach and Miami-Dade Counties. Quarterly meeting dates agreed in advanced by parties for following year – teleconferencing capabilities available to ensure participation by federal agencies in Tallahassee and Atlanta. Draft agenda prepared by hosting entity and finalized with input from all participating parties. Partnership consultation to request input on air quality exempt projects conducted by means of electronic mail.

4. Are the project descriptions in the TIP sufficient enough to run transportation models for conformity?

Yes. Starting a few years ago, project descriptions were enhanced to include project pertinent

information.

M. SAFETY AND SECURITY CONSIDERATIONS IN THE PLANNING PROCESS

1. How are safety and security considerations addressed in the transportation planning, programming and decision-making processes?

High crash locations are analyzed by FDOT and the Miami-Dade Public Works Dept. Safety and intersection improvement projects to address these sites are included in their submissions to the TIP.

The Bicycle/Pedestrian Program's section in the UPWP includes the distribution of safety material and information through mail outs, events and the Bicycle/Pedestrian kiosk at the Government Center Metrorail Station. The MPO is also cooperating with two federally-funded pedestrian safety initiatives. The MPO is also participating in two national initiatives related to pedestrian safety: NHTSA's "Pedestrian Safety Demonstration Program for a Large City Jurisdiction" and FHWA's "Pedestrian Safety Engineering and ITS-Based Countermeasures Program." Both projects are supported by the MPO's development and analysis of pedestrian crash data through a GIS system.

Additionally, the local FTAC (Freight Transportation Advisory Committee) anticipates a seat for TSA on its committee structure to address freight movement- and international trade-oriented security issues, specifically addressing seaport- and airport-focused security, but also general industry-wide concerns, as well.

2. How are safety and security considerations reflected in the methodology used by the MPO to prioritize projects?

In several ways. Highway and transit safety is reflected as a priority through the Goals and Objectives in the LRTP. This priority is carried forward as the project evaluation criteria, based on the Goals and Objectives, includes safety considerations as a basis for ranking projects. In addition, safety, as a part of O&M, is accounted for in the revenues/costs of the Plan, particularly in the FDOT revenue projections.

3. Does the MPO have a Continuity of Operations Plan (COOP)? If not, when will it have one in place?

MPO under the guidelines of FEMA Federal Preparedness Circular 65 has developed an outline of a COOP. In addition, the MPO has secured with FDOT Traffic Operations a space for a satellite computer to be housed at their Transportation Management Center (TMC) and hold back up documentation to ensure continuity of operations in case of any incidents. Through Public Technology Inc. (PTI) the MPO has requested FHWA for a Security Workshop (Vince Pearce, Public Safety and Security Team Leader, FHWA - Larry E. Walker, Emergency Management Coordinator Florida Department of Transportation - Robert Hicks, PTI Executive Director) to deal with emergencies affecting the transportation network, which should be the focus of our workshop.

4. *What planning initiatives are under way to review and enhance the security of transit systems, airports and seaports and the movement of freight on the highway and rail networks?*

a. Status of Port of Miami Security Program:

- i.** Miami-Dade County Code, Chapter 28A
The Seaport Department adheres to Chapter 28A of the Code of Miami-Dade County which represents the Security blueprint for Port Security and permitting requirements.
- ii.** Seaport Security Plan
In accordance with Florida statutes, the Port of Miami had prepared a Port of Miami Security Plan during the spring of fiscal year 2001. Subsequently, the Florida Department of Law Enforcement came to the Port and performed a vulnerability assessment and review. The Port continues to have site reviews by FDLE (as do all other Florida deep water ports). In this regard, ports in the State of Florida are ahead of the security changes that followed in the wake of the 9/11 event.
- iii.** Seaport Internal Security Committee
Weekly Seaport staff from various functions meet to discuss and resolve internal Port security issues.
- iv.** Seaport Executive Security Steering Committee
Seaport has established a security committee comprised of selected Seaport staff and representatives from all local and federal security agencies. Committee members include representatives from the US Coast Guard and Department of Homeland Security. This committee meets monthly to discuss various security issues.
- v.** Quarterly Seaport Users Security Committee Meeting:
Quarterly the Executive Security Steering Committee meets with Seaport users to go over various security concerns and issues.
- vi.** Seaport Security Master Plan:
The Seaport has worked with security consultants to develop a Seaport Security Master Plan which has been integrated as a component of the Seaport's 2020 Master Development Implementation Plan.
- vii.** Seaport Comprehensive Development Master Plan:
The Seaport has initiated the process to develop the appropriate amendments to the CDMP to reflect the changes in security. This amendment will be included in the next amendment cycle.
- viii.** Seaport Security Funding Status:
Due in large part to the status of the Seaport's security planning process, the Port of Miami has been successful in obtaining over \$13 million in TSA funds since February 2002, as well as, \$3.4 million from the ODP for projects to enhance the Seaport's security.
- ix.** Other Planning/Infrastructure Programs:
The Port is investing in major roadway improvements which will make the Port more efficient, safer for traffic and more secure. These improvements are currently underway. The Port is addressing ongoing unfunded security needs as well as defining new requirements.

b. Status of Transit's Security Program:

Miami-Dade Transit has an established System Security Program Plan that was updated and

approved by FDOT, meets all FTA guidelines and went into effect on April 15, 2003. The SSPP is evaluated by a Security Review Committee on a continuing basis for any revisions that may be required to meet new security threats and vulnerabilities. Regular "Threat and Vulnerability Surveys" are conducted at all MDT properties, including Metrorail and Metromover Systems, on an ongoing basis.

Miami-Dade Transit is a member of the "Southeast Florida Transit Police/Security Committee". The committee is comprised of members from Tri-Rail, Broward County Transit, Palm Tran Transit, Florida East Coast Railway, Amtrak, and CSX Transportation. The committee meets on a quarterly basis to review and discuss mutual concerns pertaining to security and terrorism activities.

MDT Security regularly participates with the Miami-Dade Emergency Operations Center in training sessions and conducting mock emergency and/or terrorism drills. Other drills that MDT Security participates in are in coordination with the Miami-Dade Police Department, Miami-Dade Fire Rescue and Miami-Dade Fire Rescue Hazmat. A training session with the City of Miami Police Department is currently in the planning stages.

MDT Security also is a regular participant in intelligence meetings with Miami-Dade Police and City of Miami Police to address any potential terrorist activity and planning for major upcoming community events. MDT also has an active partnership with Miami-Dade Crime Stoppers to address incidents in the community and a proactive program encouraging citizens to report crime.

A comprehensive survey of the Closed Circuit Surveillance System on the Metrorail, Metromover and parking garages systems has been completed and efforts are underway to upgrade the system. A review of a wireless camera viewing system has been done with a company that provides software that allows viewing of CCTV from any handheld PDA and a pilot program is being explored at this time. The CCTV systems have been upgraded at the Revenue Island Operations at all MDT Bus Facilities

MDT Security has developed a comprehensive program to respond as the Homeland Security Threat Levels are raised or lowered as well as a notification system to advise all MDT employees of the current Threat Level.

The Security Program Plan is revised annually and the latest edition, revision 5, went into effect on April 15 of this year. MDT is developing a training program for all employees related to their responsibilities for security.

MDT has implemented a new employee and contractor identification program, including issuing proximity cards with unique pin numbers to all employees for access control (currently underway for rank and file employees.) MDT has also established a visitor access control program that has been in use since late 2001.

c. *Status of Airport's Security Program:*

MIA is governed by Federal Aviation Regulation (FAR), Part 139; Transportation Security Regulations (TSR), 49 CFR Parts 1500 et. al.; and Miami-Dade County Code, Chapter 25.

Airport Certification Manual: FAR, Part 139 prescribes rules governing the certification and operation of the airport. A requirement of Part 139 is the development of an Airport Certification Manual, which includes operating procedures, facilities and equipment descriptions, responsibility assignments, and an airport emergency response plan to ensure the safe passage of persons and property through the air transportation system.

Airport Security Program: As required under TSR 1542, the Airport Security Program is a living document that is prepared by the Department and approved by the Transportation Security Administration. This document describes security procedures to ensure the safety and security of persons and property on an aircraft operating in air transportation against an act of criminal violence, aircraft piracy and the introduction of an unauthorized weapon, explosive, or incendiary device or object, onto an aircraft.

Dade County Code, Chapter 25 - Chapter 25, defines Aviation Department rules and regulations for the operations of the airport.

- i. **MIA Security Enhancement Program:**
The Security Enhancement Program (SEP) establishes specific security goals and improvements, and identifies future physical security infrastructure needs. The SEP is broken down into three general categories: operational, construction (technological enhancements) and law enforcement initiatives.
- ii. **MIA Master Security Program (MSP):**
The MSP assesses the current state of security at MIA and provides a blueprint for future security projects. This documents includes physical security infrastructure needs and design guidelines for incorporation and implementation into the various components of MIA's Capital Improvement Program.
- iii. **Airport Security Consortium:**
This committee is co-chaired by the TSA and Aviation Department and meets twice a month to advise and discuss the latest security policies, issues, and directives with air carriers and airport tenants.
- iv. **Airport Law Enforcement Council (ALEC):**
ALEC is comprised thirteen federal agencies, local law enforcement and airport staff. ALEC meets quarterly for the purpose of intelligence sharing and to discuss airport security issues and ongoing criminal investigations.
- v. **Airports Council International (ACI):**
ACI is an organization that is comprised of airports throughout the world that consistently communicates on all aspects of the aviation industry. MIA security staff actively participates in the ACI-North America (ACI-NA) Public Safety and Security Committee, ACI-NA Public Safety and Security Steering Committee, and ACI-Latin America & Caribbean Regional Safety Committee.
- vi. **Security Funding Program:**
Between FY 2000 and FY 2002, MDAD received a total of \$29.7 million in FAA grants for projects outlined in the Security Enhancement Program. In FY 2003, MDAD is anticipating an \$8.8 million FAA grant application for security related projects. In addition to Federal grants, MDAD is pursuing a \$9 million grant from the Florida Department of Transportation for reimbursement of security, capital, and operational costs in response to the events of 9/11. MDAD has also responded to two solicitations from the federal government to participate in pilot programs to address

perimeter security and access control.

d. Status of Tri-Rail's Security Program:

Tri-Rail has an established Security System Program Plan (SSPP) that meets the FTA guidelines. This SSPP is evaluated on a continuing basis for revisions for possible security threats or vulnerabilities. The SSPP also has a "Security Review Committee" who identifies all potential security threats and implements correction actions.

Tri-Rail is also reviewing and evaluated the use of GBS System Technology for video surveillance options at all of Tri-Rails 18 stations. A demonstration project is scheduled to be implemented in the near future.

Tri-Rail has also established a "Southeast Florida Transit Police/Security Committee". This committee is comprised of members from Metrorail (MDT), Broward County Transit, Palm Tran Transit, Florida East Coast Railway, Amtrak, CSX Transportation, and Tri-Rail. Currently Tri-Rail chairs this committee. The committee meets quarterly to review and discuss mutual concerns pertain to security and terrorism activities.

The following questions are summaries of those posed by the FHWA in its Title VI meeting with the MPO on April 16, 2003 and cover areas identified as needing improvement. They are included by request of FHWA, as they will be addressed in February during the upcoming three-year certification by both FHWA and FTA.

N. FHWA TITLE VI

1. *What is the status of the Standing Item on MPO meeting agenda that provides members a CTAC Vacancy report with demographic breakdown of the current membership?*

On a monthly basis, a comprehensive list of all committees member's attendance as well as vacancies is generated and distributed to all MPO Board Members for their consideration. In addition, the various committees' members along with the Secretariat frequently contact those Board Members with vacancies to offer resumes of interested parties and help in the process of finding candidates. These lists seem to be more effective at encouraging diversity and appointments period, when reinforced by reminders made verbally at an MPO Board meeting, by representatives of the advisory committees.

2. *What is the status and/or outcome of the Public Involvement Effectiveness Evaluation Program?*

The purpose of evaluating the success of the MPO's public involvement activities is to identify where current public involvement activities are successful and where improvements are desired. PIP activities will be evaluated utilizing the PIEEP created by Gannet Fleming. A baseline for outreach activities will be established for FY 2002 – 2003 with results being made available December 31, 2003. This process will help us determine the weaknesses and strengths of the PIP, which can then be used as a useful tool to concentrate on areas of weakness.

3. *Has the MPO developed separate Public Involvement Plans for the LRTP, TIP and UPWP, outlining specific goals, timelines, etc. for each?*

After reviewing the Public Involvement Plan (PIP) contained within the prospectus, it was determined that a stand-alone PIP should be created detailing the program's goals and objectives as they relate to the Public Involvement Effectiveness Evaluation Program (PIEEP) developed by the State. In addition, the PIP will include outreach plans for the LRTP, TIP, and UPWP. This new stand-alone document will be completed September 30, 2003 to coincide with the closing of FY 2002 – 2003.

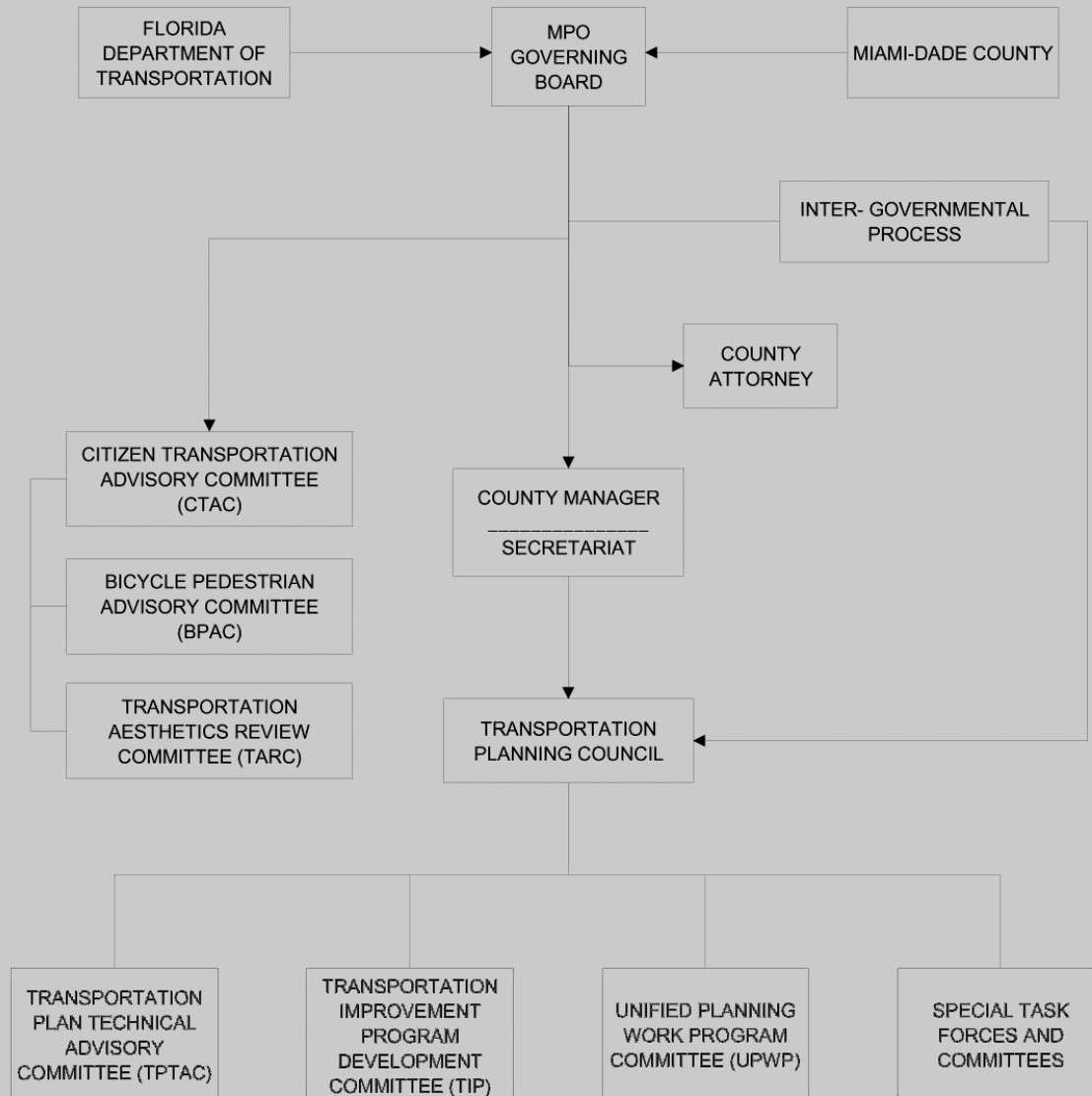
4. *What is the status of the recommendation to hire additional staff and provide more resources to assist with public involvement activities?*

Currently, an intern has been hired for the summer months to help the Public Involvement Manager. While a hiring freeze has been enacted by the County, we are working to become exempt from this action so that we can hire the Public Involvement Officer by Fall 2003.

5. *How does the MPO measure the effectiveness of its Annual Newsletter Report?*

Within the newsletter a "Get Involved" section is included for citizens to give their opinions and ask questions on transportation issues in the County. The main measure to determine the effectiveness of the newsletter is the responses received from the citizens which are tracked in the new MPO Database. The database tracks all pertinent information regarding the citizen with the ability to generate a letter to the citizen in the appropriate language.

Figure 1
METROPOLITAN PLANNING ORGANIZATION
Master Organization Chart



FY 2004 UPWP DEVELOPMENT COMMITTEE

January 31, 2003

#	NAME	AGENCY	Office Phone	Fax	e-mail
1	Irma San Roman	MPO	305 75-1749	305 375-4950	irm@miamidade.gov
2	Subrata Basu	DLOC	305 663-6344	305 666-4591	sbasu@cityofsouthmiami.net
3	Ike Mahmood	FDOT	305 377-5913	305 377-5967	ike.mahmood@dot.state.fl.us
4	Bob Cincotta	MDPW	305 375-1904	305 375-2548	cinc@miamidade.gov
5	Vivian Villaamil	DCPS	305 995-7287	305 995-7295	vvillaamil@sbab.dade.k12.fl.us
6	Mario G. Garcia	OPTM	305 375-1247	305 375-6017	Garcia@miamidade.gov
7	Michael Williams	TCRA	954 788-7897	954 788-7965	williamsm@tri-rail.com
8	David Korros	FDOT	305 377-5916	305 377-5684	david.korros@dot.state.fl.us
9	Jose Posada	Seaport	305 347-4909	305 347-4893	jposada@miamidade.gov
10	Jesus Sanchez	MDX	305 637-3277	305 637-3283	jsanchez@mdx-way.com
11	Mark Woerner	DP&Z	305 375-2835	305 375-1091	mwoerner@miamidade.gov
12	Jason Lichtstein	CTAC	954 713-6413	954 523-1722	jlichtstein@gunster.com

Exhibit #3

FY 2004 *TENTATIVE* UPWP DEVELOPMENT SCHEDULE

DATE	PURPOSE	TIME	LOCATION
11/15/02	Schedule and Request for Proposals sent to interested parties.	N/A	N/A
12/9/02	Schedule presented to TPC.	2:00 PM	18 th Floor Rm. #2
12/11/02	Schedule presented to CTAC.	5:00 PM	18 th Floor Rm. #4
12/16/02	Project proposals due to MPO.	5:00 PM	MPO Office
1/8/03	Kickoff meeting: Objectives defined and proposals submitted to UPWP Development Committee for review. Ranking sheets distributed, proposers invited.	9:00 AM	9 th Floor Rm. #3
1/15/03	Ranking sheets due to UPWP project manager Oscar Camejo.	5:00 PM	MPO Office
1/22/03	Review results and allocate funding.	10:00 AM	9 th Floor Rm. #3
2/10/03	TPC review of Draft Executive Summary	2:00 PM	18 th Floor Rm. #2
3/14/03	Draft document submitted to FDOT District VI for review and forwarding to Federal Agencies (30 day review cycle). Draft also forwarded to Project Managers and Development Committee for their respective input.	N/A	N/A
3/10/03	TPC review of Draft	2:00 PM	18 th Floor Rm. #2
3/12/03	CTAC subcommittee review of Draft	5:00 PM	18 th Floor Rm. #4
3/26/03	CTAC review of Draft	5:00 PM	18 th Floor Rm. #4
4/9/03	TPTAC review of Draft	2:00 PM	18 th Floor Rm. #1
4/15/03	30 day review comments due back to MPO from State and Federal agencies for final revision	5:00 PM	MPO Office
4/30/03	CTAC endorsement	5:00 PM	18 th Floor Rm. #4
5/7/03	TPTAC endorsement	10:00 AM	18 th Floor Rm. #1
5/12/03	TPC endorsement	2:00 PM	18 th Floor Rm. #2
5/22/03	MPO endorsement	2:00 PM	Comm. Chamber

Meeting dates and locations subject to change.

Acronyms

CTAC	Citizens' Transportation Advisory Committee
FDOT	Florida Department of Transportation
MPO	Metropolitan Planning Organization
TPC	Transportation Planning Council
TPTAC	Transportation Planning Technical Advisory Committee
UPWP	Unified Planning Work Program

Contact Person: Oscar Camejo, Metropolitan Planning Organization
Office: (305) 375-1837
Fax: (305) 375-4950
e-mail osc@miamidade.gov

Meeting Locations:
Stephen P. Clark Center
111 NW 1st Street, Suite 910
Miami, FL 33128
Web site: www.co.miami-dade.fl.us/mpo

Exhibit #4

Miami-Dade County Metropolitan Planning Organization (MPO)

Racial/Gender Composition

MPO GOVERNING BOARD, SUB-COMMITTEES AND STAFF

MPO GOVERNING BOARD							
#	Description	Female		Male		Total	
		#	%	#	%	#	%
1	African-American	2	29	3	21	5	24
2	Caucasian	2	29	2	14	4	19
3	Hispanic	3	43	8	57	11	52
4	Other	0	0	1	7	1	5
Total		7	100	14	100	21	100
Comments: As of April 2003							

Transportation Planning Council (TPC)							
#	Description	Female		Male		Total	
		#	%	#	%	#	%
1	African-American	2	50	3	20	5	26
2	Caucasian	1	25	4	27	5	26
3	Hispanic	1	25	7	47	8	42
4	Other	0	0	1	7	1	5
Total		4	100	15	100	19	100
Comments: As of April 2003							

Transportation Plan Technical Advisory Committee (TPTAC)							
#	Description	Female		Male		Total	
		#	%	#	%	#	%
1	African-American	0	0	0	0	0	0
2	Caucasian	1	33	5	45	6	43
3	Hispanic	2	67	5	45	7	50
4	Other	0	0	1	9	1	7
Total		3	100	11	100	14	100
Comments: As of July 2002							

MPO Secretariat (Staff)							
#	Description	Female		Male		Total	
		#	%	#	%	#	%
1	African-American	2	40	0	0	2	13
2	Caucasian	2	40	4	36	6	38
3	Hispanic	1	20	7	64	8	50
4	Other	0	0	0	0	0	0
Total		5	100	11	100	16	100
Comments: As of July 2003							

Citizen's Transportation Advisory Committee (CTAC)							
#	Description	Female		Male		Total	
		#	%	#	%	#	%
1	African-American	3	60	3	11	6	19
2	Caucasian	1	20	10	37	11	34
3	Hispanic	0	0	13	48	13	41
4	Other	1	20	1	4	2	6
Total		5	100	27	100	32	100
Comments: As of March 2003							

Transportation Aesthetics Review Committee (TARC)							
#	Description	Female		Male		Total	
		#	%	#	%	#	%
1	African-American	1	25	3	27	4	27
2	Caucasian	2	50	5	45	7	47
3	Hispanic	1	25	3	27	4	27
4	Other	0	0	0	0	0	0
Total		4	100	11	100	15	100
Comments: As of May 2003							

Bicycle/Pedestrian Advisory Committee (BPAC)							
#	Description	Female		Male		Total	
		#	%	#	%	#	%
1	African-American	0	0	0	0	0	0
2	Caucasian	1	100	5	83	6	86
3	Hispanic	0	0	1	17	1	14
4	Other	0	0	0	0	0	0
Total		1	100	6	100	7	100
Comments: As of May 2003							

LRTP Development Committee							
#	Description	Female		Male		Total	
		#	%	#	%	#	%
1	African-American	1	33	2	8	3	11
2	Caucasian	2	67	13	52	15	54
3	Hispanic	0	0	10	40	10	36
4	Other	0	0	0	0	0	0
Total		3	100	25	100	28	100
Comments: As of July 2002							

TIP Development Committee							
#	Description	Female		Male		Total	
		#	%	#	%	#	%
1	African-American	0	0	1	8	1	6
2	Caucasian	2	67	5	38	7	44
3	Hispanic	1	33	5	38	6	38
4	Other	0	0	2	15	2	13
Total		3	100	13	100	16	100
Comments: As of July 2002							

UPWP Development Committee							
#	Description	Female		Male		Total	
		#	%	#	%	#	%
1	African-American	1	50	0	0	1	10
2	Caucasian	0	0	4	50	4	40
3	Hispanic	1	50	3	38	4	40
4	Other	0	0	1	13	1	10
Total		2	100	8	100	10	100
Comments: As of July 2002							

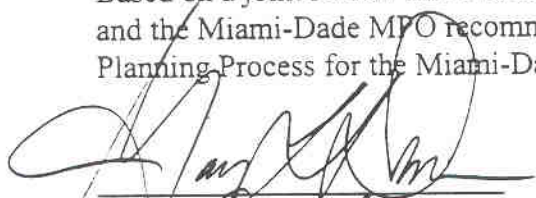
JOINT CERTIFICATION STATEMENT ON THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

Pursuant to the requirements of Section 134 of Title 23 USC and 23 CFR part 450.334, the Department and MPO have performed a review of the certification status of the metropolitan transportation planning process for the Miami-Dade MPO with respect to the requirements of:

1. Section 134 of Title 23 USC, Section 5303 of the Federal Transit Act (49 USC app. 1607) and this part;
2. Sections 174 and 176(c) and (d) of the Clean Air Act (42 USC 7504, 7506 (c) and (d));
3. Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 USC 324 and 29 USC 794;
4. Section 1101 (b) of TEA-21 regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded planning projects [Section 105(f)], Public Law 97-424, 96 Stat. 2100; 49 CFR part 26); and
5. The provision of the Americans with Disabilities Act (ADA) of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and USDOT regulations "Transportation for Individuals with Disabilities" (49 CFR parts 27, 37 and 38).

The attached checklist summarizes activities consistent with the federal transportation planning requirements. The contents of this Joint Certification Statement have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on July 15, 2003.

Based on a joint review and evaluation, the Florida Department of Transportation and the Miami-Dade MPO recommend that the Metropolitan transportation Planning Process for the Miami-Dade MPO be certified.


for _____
District Secretary (or Designee)

7-31-03
Date



MPO Chairman (or Designee)

7/28/03
Date